Flight

Intermediate Jet FAM-05S

Mission

Familiarize the student with normal and emergency procedures in the aircraft with emphasis on system operations, flight characteristics, and landing techniques.

ORM

- **Operational Requirements / Limitations**
  - **Crew Rest / Crew Day / Work Week**
  - **Warm Up Eligibility**
  - **Previous Flight Incomplete? Determine Graded Items.**
- **Human Factors**
  - **Life Stressors / External Factors / Personal Problems**
  - **Medical Status (Rest / Nourishment / Hydration)**

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TTO

- **Who will call a TTO?**
- **What situations will the TTO be called?**
- **Safety**
  - **Confusion / Misunderstanding**
- **IP Responsibilities**
  - **Recognize need for TTO**
  - **Explanation / Instruction as necessary**
  - **Documentation on ATF**
- **When and how will training resume?**

ADMIN

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- **QOD**
  - NATOPS
  - EP
  - SOP
- **Brief Items**
  - Lost canopy
  - Go-around

CNATRAINST 1542.159

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Brief:
- a. QOD
- b. Lost canopy
- c. Go-around

Introduce:
- a. Crosswind takeoff
- b. Minimum radius turn
- c. CNI failure (T-45C only)
- d. Inadvertent IMC
- e. Downwind entry
- f. Crosswind landings
- g. Full-stop, no flaps/slats

Dept: Rnwy 19R Union/Dancy vectors to Horne/Foggy
Working Area: (VT-7) A,,B, or C/ (VT-9) Fozzy/Luke/Wilbur
Arrival: RTB Bravo Rnwy 13

Depart Bravo for NMM recovery (emphasize Bravo dept. procedures, actual arrival at NMM not required)
***Perform at least 1 no-HUD Landing**

Practice:
- a. Checklists
- b. Start malfunctions/emergencies
- c. Taxi/marshal/TO (ground OPS)
- d. Check/test aircraft systems
- e. Radio communications
- f. Failure to reach line speed
- g. Abort situations
- h. Standard departure procedures
- i. Course rules
- j. Stall series
- k. Accelerated stall and recovery
- l. Unusual attitude/recovery
- m. Aileron roll
- n. Wingover
- o. Barrel roll
- p. Engine emergencies (compressor stall)
- q. Straight-in PA
- r. VFR landing pattern
- s. Touch-and-go, full flaps/slats (6 desired)
- t. Blown tire on landing
- u. Field-arrested landing with blown tire
- v. Postlanding malfunctions/emergencies

STANDARD DEBRIEFING FORMAT

FAM-05S

- The Flight Lead or Pilot-in-Command is responsible for ensuring all flight or crewmembers are thoroughly debriefed on the conduct of the mission utilizing the “S-P-B-E-MS-LL” format outlined below. (Refer to the CTW-1/CTW-2 Expanding Debriefing Guide for specific objectives).

I. Safety
II. Planning
III. Brief
IV. Execution
V. Mission Success
VI. Lessons Learned